THE EVENING TELEGRAPH.

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PHILADELPHIA, FRIDAY, FEBRUARY 10, 1871.

DOUBLE SHEET-THREE CENTS.

FIRST EDITION

ENGLAND AND AMERICA

The Claims Commission

Members.

Who and What They Are

The San Domingo Commission

The Fears for Its Safety.

The Overdue Tennessee

The Commission and Officers.

Theories, Rumors, Hopes and Fears

Etc., Etc., Etc., Etc.

THE CLAIMS COMMISSION.

A Prospect for the Adjustment of Our Difficulties with Great Britain-The Commission of Ten for their Settlement-The Members of the Commission and their Careers.

After protracted agitation and repeated failures of attempts at settlement, there is at last a prospect that the vexatious Alabama claims, and all other points at issue between the Governments of the United States and Great Britain will be speedily settled. The President, yesterday, in accordance with the result of recent negotiations, appointed five commissioners on the part of our Government to meet those of the English Government for the discussion and settlement of the Alabama claims and the fishery question, and all other matters in dispute between the two governments. The following are the names of the joint commissious: -

United States.

Hon, Hamilton Fish, Secretary of State.
Gen. Robert C. Schenck,
American Minister to
Great Britain.

Hon. Samuel Nelson,
Associate Justice of the Surveyage Court.

Great Britain.

Hon. Samuel Nelson,
Canadian Attorney Gen.

Supreme Court.
Hon. Kbenezer R. Hoar,
ex-Attorney-Genetal.
Hon. George H. Williams. Below we give brief sketches of the members

THE AMERICAN COMMISSIONERS.

Hon. Hamilton Fish. The Secretary of State, Hon. Hamilton Fish, of New York, is the President of the Commission on the part of the United States, by virtue of his official position as Foreign Minister. Mr. Fish is descended, on the maternal side, from

of the joint commission.

Peter Stuyvesant, the last Dutch Governor of New York, and was born in New York city in 1809. He graduated at Columbia College, New York, studied law, and was admitted to the bar in 1830. Entering upon political life, he served in the Legislature of the State of New York; was for two years in the National House of Representatives; was Governor of the State of New York from 1848 to 1850; and after that served a full six-year term in the Senate of the United States, from 1851 to 1857. Before the organization of the Republican party he be longed to the Whig party, but since that time he has been a consistent though rather con servative Republican. On March 11, 1869, he was appointed Secretary of State, to fill the vacancy caused by the resignation of Mr. Wash

General Robert C. Schenck, who occupies the second position on the American branch of the commission, has recently been appointed and confirmed as Minister to Great Britain, his departure being delayed by the prospective negotiations to take place at Washington. At the time of his appointment to the Court of St. James, we published a

lengthy sketch of his military and political

Hon. Ebenezer R. Hoar. Hon. Ebenezer Rockwood Hoar, one of the

American Commissioners, was born at Concord, Mass., in 1816, graduated from Harvard College in 1835, and was admitted to the bar in 1840. He became an active politician and held several offices. He was a strong anti-slavery man. He was the starter of the Free Soil party, he having written the circular which called the State Convention together.

In his efforts in behalf of this party he was untiring. Through his exertions, in a great measure, the party which began with only 36,000 votes, in the course of three years broke down Daniel Webster and the Whig party, elected Charles Sumner to the United States Senate. and made Secretary Boutwell the Governor of the State of Massachusetts.

In April, 1859, he was appointed a Judge of the Supreme Court of Massachusetts, which position he continued to hold until his appointment to a seat in the National Cabinet.

His name was in the first draft of President Grant's Cabinet, but after holding his position of Attorney-General for some time, he became very unpopular, especially in the Senate, and his resignation was tendered and accepted June 15, 1870. In December, 1869, his name was sent to the Senate by the President as Associate Justice of the Supreme Court of the United States, but his nomination was rejected by a majority of nine votes, after a bitter and protracted

Hon. Samuel Nelson,

another of the American commissioners, was born in New York, in 1792, and after a successful career at the bar and on the bench, was, in 1845, appointed an Associate Justice of the Supreme Court of the United States by President Tyler, his judicial service now amounting to over forty-five years. He is one of the ablest jurors on the Supreme bench, but is rather conservative in his views, and gained considerable unpopularity in the North by joining in the famous Dred Scott decision in 1857.

Hon. George H. Williams, the fifth commissioner on the part of the United

York, March 23, 1823; received an academical education in Onondaga county, studied law, and on being admitted to the bar in 1844, immediately emigrated to Iowa; in 1847 he was elected Judge of the First Judicial District of that State; was a Presidential elector in 1852; from President Pierce he received, in 1858, the appointment of Chief Justice of the Territory of Oregon, and was reappointed by President Buchanan in 1857, but resigned; was a member of the Constitutional Convention which preceded the formation of a State Government; and In 1864 he was elected a Senator in Congress from Oregon, for the term commencing in 1865 and ending in 1871, serving on the Committees on the Judiciary, on Claims, on Private Land Claims, on Finance, and the Special Committee on the Rebellious States. He was also a member of the National Committee to accompany the remains of President Lincoin to Illinois. Senator Williams has been a firm and consistent Republican during his service in the Senate, and has ranked as one of the ablest men in that body. The recent election of a Democratic Legislature in Oregon prevented his re-election. since which time he has frequently been named in connection with a Cabinet position.

THE BRITISH COMMISSIONERS.

Earl de Grev and Ripon.

The President of the English branch of the commission, George Frederick Samuel Robin son, Earl de Grey and Ripon, was born in London in 1827, and succeeded his father as second Earl Ripon and his uncle as second Earl de Grev in 1859. He served as a member of the House of Commons for Huddersfield, and subsequently for the West Riding of Yorkshire, from 1858 to 1859, when he entered the House of Lords. He was Under Secretary of War in June, 1859; Under Secretary of State for India from January to August, 1861; Secretary of War from 1853 to 1866, and was appointed Lord President of the Council in December, 1868. He is a liberal in politics.

Sir Edward Thornton, the British Minister to the United States, who sits on the commission by virtue of his diplomatic position, is about sixty-two years of age, and is the son of the late Sir Edward Thornton. His diplomatic career began about 1843, when he became an attache of the British Legation at Turin, then the capital of the Kingdom of Sardinia. In 1845 he was appointed a paid attache at Mexico, and in 1851 Secretary of Legation to Mexico. From April, 1852, till October, 1853, he was Secretary to the late Sir Charles Hotham's special mission to the River Platte. In May, 1854, he received the appointment of Charge d'Affaires and Consul-General to the Republic of New Grenada, but did not proceed to Bogota; and in September of the same year he was transferred to the Oriental Republic of Uruguay. He filled that post for five years, at the end of which period he was appointed Minister Plenipotentiary to the Argentine Republic. On the 27th of July, 1865, he was sent on a special mission to the Emperor of Brazil, and on the 10th of August following was appointed Envoy Extraordinary and Minister Plenipotentiary to the Emperor of Brazil. from which post he was recalled to succeed the late Sir Frederick Bruce as Minister to the United States. He arrived in England, on his way to this country, in December, 1867, and on January 27, 1868, arrived at New York, to assume his diplomatic duties in this country. In February, 1868, he was made a companion of the Honorable Order of the Bath. He also bears a Portuguese title of nobility, that of Ceunt of Cassilhas, to which he succeeded on the death of his father, upon whom it was conferred by King John II of Portugal, for three lives, his own being one, and the others to be accomplished in his descendants in a direct line; but the license granted by George IV, permitting Sir Edward to accept the title, forbids him or his heirs assuming or using it in the

Alabama claims to a successful issue. Str John A. Macdonald. Sir John A. Macdonald, G. C. B., D. C. L., another of the British commissioners, is a prominent Canadian politician. He was born in the year 1815, and receiving his education at the Royal Grammar School in Kingston, Canada, studied law and was admitted to the bar in 1835. In November, 1844, he was elected a member of the Upper Canadian Parliament for the city of Kingston, which constituency he continued to represent through all the different changes in the form of government. In May, 1847, he was appointed a member of the Executive Council and Receiver-General, and in December following, Commissioner of Crown Lands. This Cabinet resigned in March, 1850, and the Reformers, under the leadership of Lafontaine, Hincke, and Baldwin, who succeeded them, held the office until September, 1854. The reservation of lands for the Protestant clergy and other vital questions caused the defeat of the reform ministry at this date, and Macdonald joined the new coalition Cabinet as Attorney-General. This position he held until May, 1862,

British dominions. Mr. Thornton's official resi-

dence in the United States has given general

satisfaction both here and in England, and he

has recently signalized it by at last bringing the

a portion of the time being Prime Minister. In January, 1862, he was appointed Minister of Militia, but the Cabinet was defeated in its Militia bill and forced to resign. In May, 1864, however, Macdonald again entered the Cabinet as Attorney-General, under the leadership of Sir E. P. Tache, at whose death, in July, 1865, he became also Minister of Militia again. But Tache's Cabinet falled to command a majority in Parliament, and another coalition was formed. the leaders of both parties, including Macdonald, uniting to mature and consummate the project of uniting the Canadian and maritime provinces under one general government. He was appointed in 1866 one of the delegates to arrange with the British Home Government the terms of union, and on their arrival in London was chosen to preside over their deliberations. Macdonald entered the Cabinet of the New Dominion July 1, 1867, as Minister of Justice and

Attorney-General, which position he still holds. Sir John Rose. The fourth British commissioner, Sir John Rose, the well-known Canadian politician, is a Scotchman by birth. He was educated at King's College, Aberdeen, but at an early period emigrated to Canada, with whose politics he has ever since been connected. In 1843, when twenty-one years of age, he was called to the Canadian bar. He made his mark, and in 1848 was appointed Queen's counsel. In 1857 he was appointed Solicitor-General of the Province of Lower Canada. From August,

June, 1861, he was Commissioner of Public Works. In 1864 he acted as Commissioner of the Home Government of Great Britain to settle with the United States the claims arising from the Oregon treaty. In 1867 he represented the Protestant interests of Canada at the Colonial Conference in London. In that year he was appointed Minister of Finance and sworn in as member of the Privy Council of the Dominion.

Professor Montagu Bernard, the fifth member of the commission on the part of Great Britain, is Professor of International Law in the University of Oxford, and a gentleman of high attainments.

Lord Tenterden, the secretary of the commission, is but little known in politics. He succeeded his uncle as third lord a short time ago. Previous to that he was employed as a clerk in the Foreign

THE TENNESSEE.

Grave Apprehensions Entertained as to her Safety-This is the Vessel's First Sea Voyage The Mystery as to why she has not been Spoken—The Theory Entertained in Regard to the Matter.

The Washington Patriot of yesterday says: Members of Congress and visitors to the Capitol were painfully excited yesterday over a report that the United States steamer Tennessee, which conveyed the commissioners from New York for San Domingo, had foundered at sea, and that all on board were lost. It was stated that a despatch to that effect had been received in New York, and was bulletined at the Tribune office. The report gave no par-ticulars, but simply stated that the vessel had foundered. Senators and Representatives gathered in knots in their respective chambers and discussed the probabilities of the truthfulness of the rumor, and, while the report seemed to come direct, no one was willing to believe the horrible story. A despatch was sent to the Tribune by Mr. White, their correspondent here, and an answer soon returned that there was no truth in the report.

So far as can be ascertained, the report seems to have originated in this wise. It seems the following despatch was sent hence to the New York Tribune on Tuesday night:-

"The Tennessee sailed three weeks ago with the "The remeases salled three weeks ago with the San Domingo Commission on board, and some surprise is beginning to be feit at not hearing from her. she was not expected to be more than nine or ten days on the outward voyage, and a day longer would have carried a despatch to Havana, the nearest cable station. Admiral Porter to-day expressed surprise at not receiving intelligence though hades not accommodified. at not receiving intelligence, though he does not appear anxious. It is hoped, however, that some news will be received in a day or two."

A gentleman in New York, who has a son on board the Tennessee, became excited and anxious, and telegraphed here to know further particulars in such a manuer as to excite alarm. and this was the occasion for the report.

The report spread from the Capitol up town. and the Navy Department was, as a matter of course, immediately thought of as the proper place to which to direct inquiries, and thither a messenger was sent from the White House the moment the story was heard by the President. Secretary Robeson had received no information

of any accident, and discredits the whole story. Every naval officer at the department also discredits the report: but at the same time it cannot be denied that there is some cause for anxiety.

The steamer left New York on the 16th of January, and it was expected that she would have arrived in seven or eight days at Samana, where a steamer had been ordered to start at once for Cuba with a telegraphic despatch for Washington. It was believed that this telegraphic announcement of the arrival of the commission would have reached here about the 25th of January, yet it is now twenty-two days since they left New York, and nothing has been heard of them. The Tennessee started without having made a trial trip, except from Washington New York, after her new engines had been put in, and naval men think that some parts of her machinery have given away.

Other officers say that the delay in not hearing from her is because of the long route she took, far eastward of the Bermudas, out of the line of vessels coming up the coast. These officers do not seem to doubt but that she has already reached her destination at the eastern end of the island of San Domingo, but there are neither telegraphic nor mail facilities at hand to bring back the quick intelligence.

The Chief Clerk of the Navy Department did not leave his office for several hours after the regular closing time yesterday, in order that he might receive any news of the Tennessee which should be forwarded to the Department, but there was nothing received from any quarter whatever.

Something Wrong. From the Washington Chronicle, Feb. 9.

Notwithstanding the general disposition to discredit the report, those who are familiar with the distances between the West India Islands and the means of communication existing there, say that we should have had intelli-gence of the arrival of the Tennessee on Tuesday last. Their calculation is that it would require about one week for the Tennessee to reach her destination; and as she left port on the 16th of January last, she was due at San Domisgo on or about the 23d ultimo. That two steamers leave San Domingo every month for Port au Prince, and that the last steamer should have left there on Tuesday, the 2d instant, and arrived at Port au Prince about the 5th From there communication can be had with Havana in two days. Therefore, if the news of the arrival of the Tennessee was sent by the last steamer, it could have been telegraphed from Havana on Tuesday, the 7th The following despatch was received last

"HAVANA, Feb. S.—The United States steamer Severn, with Admiral Lee on board, arrived to-day

at noon. All well. She will sail for Key West,' In his communication to the Senate on Tuesday with reference to San Domingo, the President says Admiral Lee wrote to the Secretary of the Navy from San Domingo, January 11, 1871:—"I would like to wait here for the commission, but think it best to be near the Cap-tain-General of Cuba." Now, as Havana is but two or three days' sail from San Domingo, it would seem that Admiral Lee waited in the Bay of Samana until a few days since for the arrival of the commissioners, and that they had not arrived at the time of his departure for Havana. The Tennessee must therefore be delayed somewhere between New York and the Bay of

The Departure from Port. The Tennessee, having on board the San Domingo Commission, set sall from this port Tuesday, January 17. The final preparations of the official party were over early in the day, and at 10 o'clock they were congregated in the private parlor of Senator Wade at the Astor House, ready for departure. Leaving shortly after, they embarked on board the revenue cutters at the foot of Whitehall street, and in the company of numerous friends steamed away for the Tennessee, which was anchored in the stream close under the shores of Staten Island. During the short passsage down the bay, and after the party was transferred to the deck of the steamer, until the anchor was finally weighed for starting, all was high spirits and merriment. A trial trip of the day before had shown that the vessel could make about nine knots an hour, so it was judged she would be about seven days in making the run from New York to the island. As the tug came alongside and Mr. Wade stepped on the deck of the frigate, a salute of fifteen guns was fired in honor of the ex-Senator. He was followed by the States, was born in Columbia county, New 1858, to June, 1861, he was a member of the centire party, and while the baggage was

Executive Council, and from January, 1859, to | being got aboard conversation flawed among all parties without cessation. No dread seemed to be entertained among the voyagers, although at that season they were likely to find the trip rather a boisterous one. After a while there was the shaking of hands and the leave taking. "God speed" was wished the travellers and then the parties separated; who were to go remained aboard the Tennessee, the others boarded the cutters again and returned to the city. At about 2 15 anchor was weighed and the frigate put to sea, as her commander was anxious to get out with the high tide which would reach its full at the balf hour. While running down the bay a meeting was held among the commissioners, during which it was decided to land at St. Domingo City, touching at Samana Bay only on the course .- N. Y. World to-day.

Description of the Frignte. The Tennessee is a wooden steam frigate of 3000 tons burden, built at the Brooklyn Navy Yard in 1864. Her armament consists of twenty-one guns, and her engines are of the Ericsson pattern, capable of being worked up to 800-horse pattern, capable of being worked up to 800-horse power. She was originally built for one of the fast cruisers, to look, Alabama-wise, for English or foreign commerce in case of war. She was designed expressly for speed, and was filled with machinery, boilers, and coal-bunkers, leaving little room for the accommodation of officers and crew. No use being found for her in this condition, she was greatly altered. this condition, she was greatly altered. Four bollers were taken out, the coal-bunkers on the berth deek were removed, and a light spar deck was added to her, making her a double-banked frigate. She is a good sea boat, tolerably fast inder steam, and a clipper under sail. Her bat-tery is very heavy, consisting of sixteen nine-inch guns, in broadside, on the gun deck; two eleven-inch guns, pivoted, on the spar deck; two nine-inch guns, and two one hundredpounder rifles, in broadside, on the spar deck; one sixty-pounder rifle on the forecastle, and two twenty-pounder Dahlgren rifle howitzers on the poop-twenty-five guns in all.

Her Passengers. The party on board is a very large one, and embraces many distinguished and prominent gentlemen. The commission consists of exsenator Benjamin F. Wade, Hon. Andrew D. White, President of Cornell University, and Hon. Samuel G. Howe, of Boston. The Secretary of the commission is Allen A. Burton. The scientific men attached thereto are Prof. W. P. Blake, mineralogist; Prof. Parry, of the Agricultural Department, as botanist; Prof. Newcomb, of Cornell University, general naturalist; Prof. Ward, of the University of Dorchester, geologist; Hon. George Geddes, President of the New York Agricultural Society, formerly State Engineer, in the agricultural interests; and an assistant mineralogist from Yale and an assistant botasist and mineralogist from Harvard College. General Sigel goes out in a private capacity, and Professor C. F. Cram, of Cornell University, goes in the capacity of private secretary to President White. In addition to these there are a large number of journalists on board.

Her Officers. The ship's officers are the following:— Captain—William G. Temple. Lieutenant-Commander and Executive Officer—

George W. Haywood Lieutenant-Commander and Navigator—Charles

Lieutenant-Commanders-George F. Wilde and G. D. E. Gliddon. Lieutenant—S. Wallace Graham.

Lieutenant—S. Wallace Grabam.

First Lieutenant of Marines—Francis D. Webster.

Masters—Frank W. Neal and Abbott S. Ross.

Ensigns—Dennis H. Mahan, John H. Coffin, H. T.

Monchan, J. W. Graiden, and Richard Mitchell.

Chief Engineer—David H. Macomb,

First Assistant Engineers—Edward A. Magee,

Charles J. McConnell Second Assistant Engineer-Edward G. Allen. Paymaster—Thomas Caswell.

Paymaster—Thomas Caswell.
Surgeon—James McMaster.
Passed Assistant Surgeon—William S, Fort.
Assistant Surgeon—M. R. Ruth.
Sailmaker—Francis Boon.
Gunner—Thomas P. Venable. Boatswain-Charles H. Miller.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Friday, Feb. 10, 1871, There is only a moderate demand for money

to-day, and with a full supply of available funds some difficulty is felt in disposing of balances at rates which are considered favorable to lenders. Call loans are quiet and easy at 5% @6 per cent. on acceptable collaterals. usiness paper isfincreasing very slowly, and all offerings are freely taken at 61/4 @71/4 per cent. These terms are considered satisfactory by bor-

Gold was stronger, selling at 111% at the opening and at 111% at the close.

Government bonds are in demand and show further advance of 14@36.

There was a large business at the Stock Board at a general improvement. City 6s, old and new, sold at 1011, and ante-war issues at 102. There was a lively movement in canal shares, with sales of Lehigh at 341/4; Schuylkill at 81/4; and Morris preferred at 74.

The balance of the list attracted but little attention, the only sales being Commonwealth Bank at 54 and Central Transportation at 49%. PHILADELPHIA STOCK EXCHANGE SALES, Reported by De Haven & Bro., No. 40 S. Third street

\$10000 Am Gold 11184 100 RD. 600 sh Cata Prf.... 38% 1000 sh Sch Nv.... 8% 41 sh Cam & Am. 116% 254 sh Leh Nav St.. 34%

BETWEIN BOARDS.

\$100 C & A m 6s, 89 96

\$500 Leh 6s, '84 ... 84
3 sh Leh Vai R ... 6014 MESSES. DE HAVEN & BROTHER, No. 40 S. Third

MRSSRS. DE HAVEN & BROTHER, NO. 40 S. Third street, Philadelphia, report the following quotations: —U, S. 68 of 1881, 113% (a)13%; do. 1802, 111% (a)111%; do. 1864, 110% (a)10%; do. 1865, 110% (a)10%; do. 1865, new, 109% (a)10%; do. 1867, do. 109% (a)10%; do. 1868, do. 110 (a)100%; 10-408, 110% (a)11%; U.S. 30 Year 6 per cent. Ourroncy, 111% (a)11%; Gold, 111% (a) 112; Silver, 106% (a)108; Union Pacific Railroad, 181 Mort. Bonds, 790 (a)800; Central Pacific Railroad, 182 (a)25 (a)35; Union Pacific Land Grant Bonds, 695 (a)710. NARR & LADNER, Brokers, report this morning NABR & LADNER, Brokers, report this morning

Philadelphia Trade Report.

FRIDAY, Feb. 10.—The Flour market is less active, but holders are very firm in their views. The demand is mostly from the home consumers, whose purchases foot up \$00 barrels, including superfine at \$5@5.50; extras at \$5.75@6.25; Nor hwestern extra family at \$6.75@7.75; Pennsylvania do. do. at \$6.25 @6.75; Indiana and Ohio do. do. at \$7.25@8, and St. Louis do. do. at \$8.29.50 as in quality. Rye Flour sells at \$6 bb. In Corn Meal no sales were

reported.

The market is poorly supplied with prime Wheat, and this is the only description for which there is any inquiry; sales of Indiana red at \$1 60@1°65, Pennsylvania red at \$1 45@1°48, Ohio red at \$1 55@10. 1.58, and amber at \$1.52@1.65. Rye may be quoted at \$1 for Pennsylvania and western. Corn attracts but little attention; sales of yellow at 186980c, and Western mixed at 77c. Oats are unchanged; 150 barrels Pennsylvania and Western sold at 6 cc. 1000 bushels four-rowed Western Barley changed hands esterday afternoon at \$1.05.

Seeds—Cloverseed is scarce and firm; we quote at 114@11%c, 2 pound, and from second hands at 12@ 12%c. Timothy may be quoted at \$6.25, and Flax-Whisky is unchanged; 70 barrels Western iron-bound sold at 94c.

New York Produce Market.

New York Froduce Market.

New York, Feb. 10. — Cotton quiet and steady; uplands 15½c; Orleans 15½c; sales 1000 bales. Flour firmer; sales 11,000 barrels. State at \$6.15@7; Ohio at \$6.85@7.70; Western at \$6.15@7.75; Southern at \$6.95@8.75. Wheat a shade firmer but quiet; new Spring, \$1.54@1.55; Winter red and amber Western, \$1.56@1.60. Corn dull; sales 36,000 bushels new mixed Western at \$4@85c. Oats firm; sales 28,000 bushels. Ohio at \$4.267c. Beef quiet and steady. bushels Ohio at 64@67c. Beef quiet and steady.
Pork dull; new mess, \$22.87; old mess, \$22; prime,
\$19 50@20. Lard quiet. Whisky very firm at \$4c.

SECOND EDITION

NO NEWS OF THE TENNESSEE.

Howe's Sewing Machine Works Burned

Other Destructive Fires.

Affairs on the Pacific.

To-day's Cable News.

The French in Switzerland.

New Assembly Elections.

Delivery of Arms at Paris.

FROM EUROPE.

The Gambetta Ticket Carried. LONDON, Feb. 9 .- In the elections at Brest and Havre the Gambetta ticket has been carried by a heavy majority.

Delivery of the Captured Arms at Paris. LONDON, Feb. 10 .- A despatch from Versailles says the delivery of the cannon and small arms of the Army of Paris to the Germans commenced on the 7th and continued throughout the 8th inst. The French in Switzerland.

BERNE, Feb. 9 .- The Swiss Government has ordered the sale of horses belonging to the French cavalry interned in Switzerland. Sixtytwo railway wagons laden with Provisions for the French Prisoners

have arrived in Switzerland from France. BERLIN, Feb. 9. The Prussian Diet

will probably close its sessions on the 18th inst. Illness of King Charles. STOCKHOLM, Feb. 9 .- King Charles XV is quite ill. His malady is not of a dangerous

nature, but his recovery will be slow. Liverpool Cotton Market.
Liverpool, Feb. 9-4'80 P. M.—Sales of cotton shipped in February or March from Charleston or Savannah at 7%d. for middling uplands, and do, from New Orleans at 7%d. for middling Orleans.

FROM THE STATE.

Fire in Bucks County, and Sad Loss of Life-Two Children Burned to Death. Special Despatch to The Evening Telegraph.

DOYLESTOWN, Feb. 10 .- A fire, attended with loss of life, occurred in Northampton township about half-past 12 o'clock this morning, and is the theme of general conversation here. It seems that shortly after midnight of Thursday a fire was discovered in the tenant house owned by Dr. Cornell, situated near the Bridgeton Pike. Northampton township, Bucks county, and all attempts to check the progress of the flames proved fruitless. The names of the occupants are not known. The wife barely escaped with her life, so rapid was the progress of the flames. She and her two children were in bed at the time. Bewildered and almost frantic, she rushed from the apartment only to encounter the flames, which were crackling and belching forth in almost every part of the house. She ran down the flight of stairs through the flames, not, however, without sustaining serious injuries. Her two children perished in the flames. although every exertion was made to rescue

Escape of "Curley" Harris from a Fiying

PAOLI, Pa., Feb. 10-10-20 A. M .- Curley Harris, the notorious rough who was being brought from Pittsburg to Philadelphia for trial, charged with murderous assault upon Hughy Dougherty, jumped from the Cincinnati express train about one mile west of this place, at 2 o'clock this morning, while the train was at full speed. The train was stopped, and immediate search made, but up to this hour nothing has been seen or heard of him. The prisoner was handcuffed at the time of his frightful leap.

FROM NEW ENGLAND.

Police Officer Acquitted.

Boston, Feb. 10 .- The Coroner's inquest in the case of Joseph Murray, who dled in the hospital from a pistol-shot wound inflicted by Officer Hinds, in Newton, resulted in a verdict that the officer fired the shot in self-defense and in the discharge of his duty. Fire in Boston.

A fire in the baggage-room of the Boston and Albany depot this morning destroyed several trunks and damaged the building to the extent of \$1500.

FROM NEW YORK.

Contents of an Express Car Burned. NEW YORK, Feb. 10 .- At 9 o'clock last night

as the Cincinnati Express train entered the east end of Bergen cut, fire was discovered inside of one of Adams Express cars. The train stopped at the west end of the cut, when half a car load of silks, ribbons, and varieties ablaze were thrown out. Loss, \$4000 to \$5000. The fire caught from locomotive sparks entering the side door of the express car. The goods were consigned to Philadelphia and Baltimore. The New Hamburg Accident.

POUGHKEEPSIE, Feb. 10. - Edward Bartlett, reported among the killed in the late disaster, near New Hamburg, is alive at Rondout.

Alleged Murderer Arrested. SARATOGA, Feb. 10 .- Vandercook, the person who shot John Fellows at Clitton Park on Tuesday, was arrested yesterday. The condition of Fellows is still precarious.

FROM WASHINGTON.

The "Tennessee"-No News-Another Theory.

Despatch to the Associated Press. WASHINGTON, Feb. 10.-No intelligence had been received at the Navy Department up to noon to-day concerning the steamer Tennessee. It has been suggested that perhaps the commission, after they reached sea, resolved to commence their examination on the part of the island distant from the capital of San Domingo, intending finally to visit President Baez. This is given as the only reasonable explanation of the delay in hearing from the commission, as the naval authorities here have faith in the strength

FROM THE WEST.

Salelde of a Girl.

CINCINNATI, Feb. 9 .- A girl, supposed to be named Gertrude Roth, committed suicide to-day by throwing herself into the canal.

The Bee Convention, in session here, held a night session discussing various questions, among them the advantage of salt and the best flowers for honey making in a bad bee country. The advantage of crosses was also discussed.

Destructive Fire in Indiana.
Indianapolis, Feb. '10. — Howe's sewingmachine factory at Peru was entirely destroyed by fire this morning. Loss \$100,000, partly insured. The fire, it is supposed, originated in the dry kiln.

FROM THE PACIFIC COAST.

California and Australian Malls. SAN FRANCISCO, Feb. 9 .- In consequence of the destruction of the mails at the Hudson River Railroad accident, the steamship Moses Taylor, connecting with the Australian steamship at Honolulu, will be detained until the 16th

Great Billiards. In the billiard match between Dion and Deery to-night, at the end of the twenty-fourth inning Dion had scored 115 and Deery 124, counting 50 given him in the game.

PENNSYLVANIA LEGISLATURE.

HARRISBURG, Feb. 10.—Among the bills reported from the committees as committed were the follow-

House bill authorizing the Councils of Philadelphia to establish markets for farmers on any street north of Laurel, east of Howard, and northwest-

north of Laurel, east of Howard, and northwest-wardly to Thompson street, where the property-owners give their consent.

Mr. Petriken read a bill in place, authorizing the city of Altoona to provide a supply of water and borrow money. Also, one providing that any trustee, guardian, executor, or administrator appointed by a court or by virtue of any last will or testament, may lawfully execute the duties of the trust, whether a resident of the county or not; but the court having jurisdiction of the accounts of such trustee may, in its discretion, appoint or refuse to appoint any per-

jurisdiction of the accounts of such trustee may, in its discretion, appoint or refuse to appoint any person not a resident of the State, requiring, however, a bond for faithful services.

Mr. Duncan, one exempting from taxation all the parsonages in Adams and Franklin counties.

Mr. Connell, a joint resolution to paytite expenses of the sub-committee of the Legislature to whom was referred the report of the Civil Code Commission. mission.

Mr. White, one appropriating \$5000 to complete the improvements and remove the obstructions in

the navigation of the susquehanna river, above the

the navigation of the susquehanna river, above the line of Chelton county.

Mr. Brooke, one repealing the second section of the supplement to the act regulating turnpike companies, and passed April. 1890, so far as it relates to the Ridge Turnpike in Montgomery county.

Mr. White, from the committee of conference, made a report in favor of giving H. C. Demming, clerk in the Price-Lynd case, \$300, and moved that the Senate recede from its amendment of \$200. The report was not received. report was not received.

Mr. Connell introduced a hill exemptize the parsonage of St. James' Church of Kingsessing from

sonage of St. James' Church of Kingsessing from taxation.

Mr. Evans, to change the day for the meeting of the return judges of this Commonwealth from Friday to Thursday after the general election.

On motion of Mr. Turner, the vote of yesterday on the changing of time for holding elections from fall to spring was reconsidered, and having been amended by attaching the following proviso, was

passed :-"Provided, further, that the mode of voting in Luzerne county shall be as provided by an act regulating the mode of voting at all elections in the several counties of this Cemmonwealth, approved the 30th day of March, 1866, of which the Sherifi of said county shall give notice at general elections."

The title was amended so as to make it read "an act for the further regulation of elections in this Commonwealth On motion of Mr. Rutan, the resolution providing for an adjournment until Monday evening was reconsidered, and Tuesday at 11 A. M. was substi-

House of Representatives. Mr. Hagar introduced an act to require pawn-brokers in Philadelphia to be licensed. Mr. Walker introduced an act to establish a department of agriculture and mining, and for the collection of statistics.
Mr. Miller, exempting the church parsonage of

St. James, Kingsessing, from taxation. Also, extending State road from Lancaster avenue to Fiftysecond street.
Senate bill repealing the the act for the salting of tracks on the Germantown road was reported negatively.

House bill, to pay Joseph Singerly, State printer, five dollars per volume for printing the Pennsylvania "Record of the War," was reported affirma-

tively.

Bultimore Produce Market. BALTIMORE, Feb. 10 .- Cotton-middling upland and low middling scarce and command compara BALTIMORE, Feb. 10.—Cotton—middling upland and low middling scarce and command comparatively higher prices than other grades, which are dull and weak. We quote middling uplands at 15c., low middling at 14%c.; good ordinary at 13%c. Floumore active and feeling improved. Wheat dull follow grades and others scarce and wanted and market rather unsettled. We quote choice white a \$1.90@2; fair to prime, \$1.60@1.85; prime to choice red, 1.86@2; fair to good, \$1.50@1.65; common, \$1.30@1.40; Ohio and Indiana, \$1.55@1.60; Pennsylvania, \$1.55@1.60. Corn—white Southern dull and lower at \$55.8570; vellow Southern scive at \$1c. Oats. at 85%87c; yellow Southern active at 81c. Oats dull at 60c. Provisions quiet but firm. Whisky-

improved feeling at 93%0. LATEST SHIPPING INTELLIGENCE. PORT OF PHILADELPHIA FEBRUARY 10

STATE OF THERMOMETER AT THE EVENING VELEGRAPH 8 A. M..... 35 | 11 A. M..... 41 | 2 P. M..... 48

(By Cable.) Liverpool, Feb. 9.—Arrived, barks Eva, from New Orleans, with 1935 bales cotton; Sea Gem, from Mo-bile, with 1938 bales; ships Missouri, from New Or-

blie, with 1838 bales; Singa Missouri, from New Orleans, with 2434 bales; Tonawanda, from Mobile, with 3860 bales; and Success, from New Orleans, with 3604 bales. Total, 13,481 bales.

(By Telegraph.)

New York, Feb. 10. — Arrived, steamships Algeria, from Liverpool; Thuringta, from Hamburg; and Columbia, from Havana.

ARRIVED YESTERDAY.

Steamship Tonawanda, Barrett, 70 hours from Savannah, with cotton, rice, etc., to Philadelphia and Southern Mail Steamship Co. Passengers:—T. Alexander; Mrs. Sarah Tilberg; W. T. Hargies; J. J. Murphy, wife, and children; Clayton Vaneman. Encountered heavy adverse winds from N. to N. E., Encountered heavy adverse winds from N. to N. E., entire passage. Met large detached and fog the entire passage. Met large detached fragments of the wreck of the steamship Kensington, that collided with bark Templar, south of Cape Hatteras.

ARRIVED THIS MORNING,
Steamer J. S. Shriver, Webb, 13 hours from Baltimore, with mode, and passengers to A. Groves, Jr.
Schr Little Rock, Dennis, from Norfolk, Va., with
old iron to A. P. Roberts.

MEMORANDA, Ship Tonawanda, Turley, from Mobile, arrived at

IMPORTATIONS.

SAVANNAH — Steamship Tonawanda, Barrett—1 box Thomas Bellas; 8 bbls. 5 half do. J. F. Betz; 12 quarter obls., 3 half do., 36 kegs Bergner & Engel; 10 empty kegs J. & P. Bates; 32 bbls. scrap iron, 8 bbls. steel, 54 car wheels, 17 car-axles Bush's Patent Co.; 4 bbls. fruit J. Costas; 2 cases dry goods J. H. & W. Creighton; 165 bales cotton, 149 do. domestic, 61 do. yarn 1 laghorn, Herring & Co.; 80 bales cotton W. M. Griener & Co.; 1 box, 1 bdl. Haarison, Bros. & Co., 1 bdl. W. L. James; 1 tierce old iron B. Mr. Jones; 194 bdls. cane reeds King & Sweat; 17 bales cotton J. H. Livingston Priest; 44 bbls., 188 half do. empty W. Massey & Co.; 1 half bbl. syrup, 1 bbl. ground peas Alonz & Morse; 24 bales yarn D. McDevitt; 9 bales cotton Miller & Bro.; 1 crate mass. Outerbridge; 16 casks, 2 half do. rice, 41 hhds., 4 bbls., 1 lot iron, 3 bales cotton, 42 do., 49 do., 2 do., 4 do., order; 66 bales cotton Randelph & Jenks; 146 bales cotton H. Sloan & Son; 2 boxes oranges Thompson & Bivens; 74 bales cotton, 15 do. yarn A. Whuden & Son. IMPORTATIONS.